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Transportation Facts

Montana
Department of Transportation

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Montana | 2005–2006 Transportation Facts

Montana Department of Transportation

September 2005

For more information about the Fact Book contact:

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

406-444-6201
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Greetings,

Thanks for your interest in Montana's transportation system and the Montana Department of Transportation.

This publication provides an overview of the department's responsibilities as well as facts and figures related to Montana's highway system, rail system, and air service.

The publication also includes information on funding sources, an overview of how road construction projects are developed, plus important crash statistics and related safety issues.

After reviewing the following information, please feel welcome to contact us for additional information. We are happy to work with you. Our Web address is www.mdt.mt.gov. The Director's office telephone is 406-444-6201.

Serving you with pride,

Jim Lynch
Director
Montana Department of Transportation

About MDT

Number of MDT Employees (as of Jan. 20, 2005)

2,259	Total
1,967	Regular (includes full-time and part-time regular)
292	Temporary/Seasonal

Number of MDT Employees 20 Years Ago

1,694	Total
1,496	Full-time
198	Other than full-time (includes temporary)

Source: Montana Administration Department, Personnel Division

How to Contact Us

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena, MT 59620-1001

Phone: 444-6201
TTY: 444-7696 or 800-335-7592
Fax: 444-7643
Web Site: www.mdt.mt.gov

Road Report Information

Dial 511 for 24-hour real-time information including winter driving conditions, weather forecasts, construction information, road closures, major delays, and weight and speed limit restrictions.

800-226-ROAD (226-7623) or 800-335-7592 (TTY)
for statewide road conditions
Web Site: www.mdt.mt.gov/travinfo

Motor Carrier Services

Phone: 444-7638
E-mail: mdtmcscontact@mt.gov
Web Site: www.mdt.mt.gov/mcs

To Order Highway Maps
Phone: 444-6119
Web Site: www.mdt.mt.gov/travinfo/maps

Bicyclist/Pedestrian Information
Phone: 444-9273
Web Site: www.mdt.mt.gov/tranplan

Tourist Information
Phone: 800-VISITMT (847-4868) or 406-841-2702 (TTY)
Web Site: www.visitmt.com

MDT Rail, Transit and Planning Division
Phone: 444-3423 or 800-714-7296
Web Site: www.mdt.mt.gov/tranplan

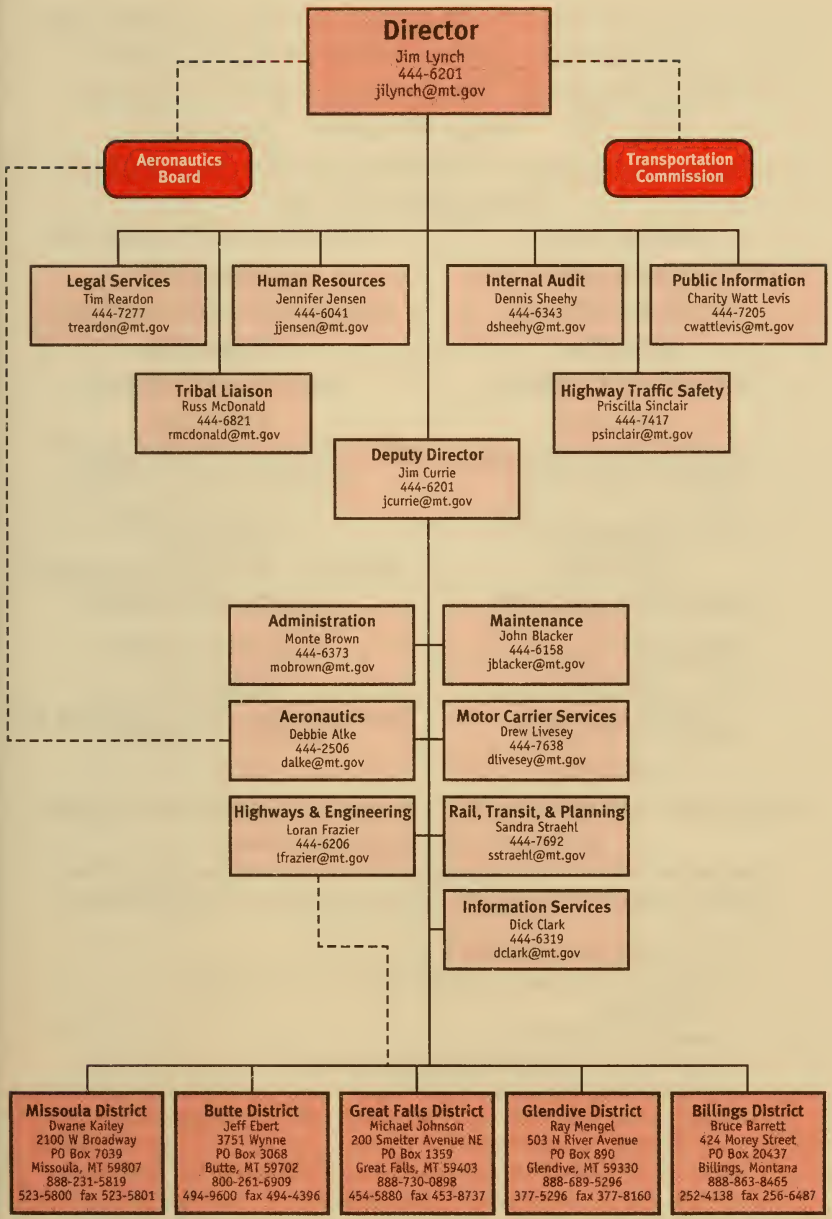
MDT Aeronautics Division
Phone: 444-2506
Web Site: www.mdt.mt.gov/aeronautics

Federal Highway Administration
Montana Division Office
2880 Skyway Drive
Helena, MT 59602
Phone: 449-5302

MDT's Mission Statement

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

MDT Organizational Chart



Transportation Commission Members

District 1
Kevin Howlett
PO Box 153
Arlee, MT 59821
745-3525
yconko@thhs.cskt.org

District 2
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135 Rye
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dkottel@ugf.edu

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District 5
William T. Kennedy (Chairman)
902 Parkhill Drive
Billings, MT 59101
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bkennedy@co.yellowstone.mt.us

Montana Transportation Commission

The Transportation Commission is a quasi-judicial board consisting of five members, each of whom is appointed by the Governor for a four-year term.

The Commission's major duties are:

- selection/prioritization of projects for construction and maintenance.
- awarding of contracts.
- allocation of Federal-aid highway funds.
- designation of highways by system.
- designation of special speed zones and maximum speeds on bridges and overpasses.
- designation of access control highways or facilities.
- resolution of outdoor advertising appeals.
- abandonment of highway right-of-way.

Aeronautics Board Members

Tricia McKenna (Chairman)
1925 East Baseline
Belgrade, MT 59714
587-5166
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525-3318

Montana Aeronautics Board

The Aeronautics Board is a quasi-judicial board consisting of nine members, each appointed by the Governor for a four-year term. The Board acts in an advisory capacity to the Department and has statutory authority over allocation of airport development loan and grant funds and pavement preservation grant funds. The nine members represent various facets of the industry, and at least one member of the Board must be an attorney licensed to practice law in Montana.

Financial

- Maximize revenue streams and explore innovative financing options
- Deliver cost-effective transportation programs and services to the citizens of Montana
- Ensure investment decisions consider policy directions, customer input, available resources, system performance, and funding levels

Customer

- Enhance traveler mobility by providing a save and efficient multimodal transportation system that supports Montana's economy and is sensitive to the environment
- Reduce fatal and injury crash rates
- Develop and maintain positive relationships with MDT customers through communication and responsiveness
- Implement the policy goals and actions of *TranPlan* 21 and the other policy initiatives to support commitments to MDT's customers

Internal Business

- Continuously strive to improve the effectiveness and efficiency of operations and processes

- Support MDT's Strategic Business Plan through annual performance plans and performance appraisals for all employees

- Provide a safe and healthy workplace for employees through education and compliance

Learning and Growth

- Maintain an effective work force by attracting, hiring, and retaining qualified employees

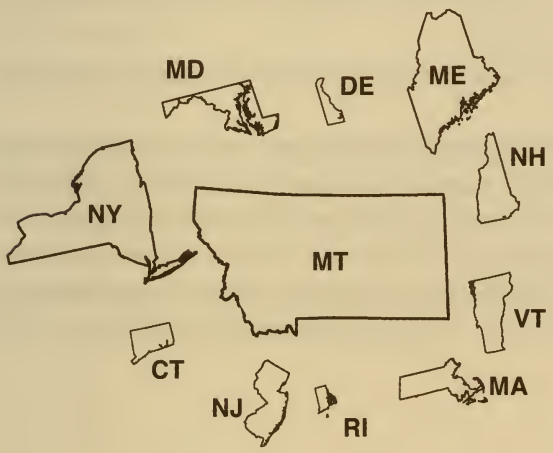
- Use information technology cost effectively to improve efficiency of programs and processes and support changing business needs

- Consistently communicate standards, guidelines, policies, and expectations throughout MDT

Montana Fast Facts

- Montana is larger than the combined area of 10 North-Atlantic states, yet it has only 2% of the combined population of those states.
- 53 of Montana's 56 counties are larger than Rhode Island.
- It is farther by highway from Yaak to Alzada (774 miles) than it is from Washington D.C. to Chicago, Denver to Las Vegas, Seattle to Reno, Atlanta to Chicago, Jacksonville to Washington D.C., and San Francisco to Salt Lake City.
- MDT's database carries nearly 70,000 miles of roads open to public travel in Montana. The Montana Department of Transportation is responsible for maintaining over 10,800 miles of highway and about 2,100 bridges.
- Motor vehicles on Montana's public roads traveled an estimated 11.2 billion miles in 2004.
- The busiest spot on Montana's roadways is on Main Street in Billings between 6th Avenue and Airport Road where average daily traffic was 47,910 vehicles per day in 2004.
- Billings has the most public road mileage of any city in Montana with 456 miles. Rexford has the least with 1.4 miles.
- Flathead County has the most public road mileage of any county in Montana with 2,516 miles. Treasure County has the least with 316 miles.
- In 2004, 78.5% of Montana's highway vehicle miles traveled were outside of our 15 urban areas. This is the highest level of rural travel in the U.S.
- Montana had 1.40 vehicles (private and commercial) per driver in 2003. Only five other states: Iowa (1.68), Wyoming (1.59), North Dakota (1.48), Minnesota (1.47), and South Dakota (1.45) had more vehicles per driver than Montana.
- Over 82% of all manufactured goods are moved in and out of Montana by truck.

- 93% of Montana's agricultural products are shipped out of state by rail.
- In 2004 Montana's public transit systems provided 3,183,685 rides.
- Montana has 15 state-owned airports, 118 public-use airports, and over 350 private-use airports.
- MDT produces the official Montana Highway Map in cooperation with Travel Montana. Nearly 1 million copies of the 2005-2006 map were printed.
- MDT weighed 617,242 trucks in state fiscal year 2004.
- MDT has 127 maintenance crews located throughout the state. During fiscal year 2004, MDT crews covered 3,219,508 miles of road while plowing, sanding, and applying deicing chemicals.
- In fiscal year 2004, MDT crews spread 424,403 cubic yards of sand and 4,754,998 gallons of deicer.
- Montana's first Highway Commission was created in 1913. It included three members and had a yearly budget of $5,000. At that time, prison inmates constructed roads.



Funding Programs

Interstate Maintenance (IM)*
This program finances projects to rehabilitate, restore, resurface, and reconstruct the Interstate Highway System.
(FFY 2004 federal funding allocation: $48.6 million)

National Highway (NH)**
National Highway funds can be used for projects on Interstate Highways and other principal arterial routes on the National Highway System (NHS).
(FFY 2004 federal funding allocation: $69.3 million)

Surface Transportation Program (STP)
Funds in this program can be used to improve any highway that is eligible under state law and not functionally classified as a local or rural minor collector. Bridge and safety projects financed under this program may be located on any public road.

- **Surface Transportation Program Primary (STPP)****
  STPP funds are used to preserve, restore, or reconstruct roads and bridges on Montana's Primary Highway System.
  (FFY 2004 federal funding allocation: $46.49 million)

- **Surface Transportation Program Secondary (STPS)****
  Funds in this program are used to preserve, restore, or reconstruct roads and bridges on the Secondary Highway System.
  (FFY 2004 federal funding allocation: $20.9 million)

- **Surface Transportation Program Urban (STPU)****
  This program provides funding for improvements on Montana's Urban Highway System in Montana's 15 urban areas. Funds are typically used to construct new facilities; resurface, restore, and rehabilitate existing facilities; improve operations; and for bicyclist facilities and pedestrian walkways.
  (FFY 2004 federal funding allocation: $7.1 million)

- **Surface Transportation Program for Other Routes (Off-System) (STPX)****
  "Other routes" includes highways the state maintains that are not minor collectors or local roads and are not on a defined highway system.
  (FFY 2004 federal funding allocation: $1 million)

- **Surface Transportation Program Hazard Elimination Program (STPHS)*****
  The STPHS Program funds safety improvements at high-hazard accident locations on public roads. Proposed projects are prioritized according to a benefit/cost ratio.
  (FFY 2004 federal funding allocation: $6.12 million)

- **Surface Transportation Program Rail/Highway Crossing: Protective Devices Program (STPRP)*****
  Half of the STPRP funds are used to install new signals, and the remaining funds are used to upgrade existing signals. Projects are selected by identifying high-hazard sites.
  (FFY 2004 federal funding allocation: $2 million)

- **Surface Transportation Program Rail/Highway Crossing: Elimination of Hazard Program (STPRR)*****

  Money from this program goes to sites where only grade separation will eliminate an identified hazard or where an existing grade separation needs to be rehabilitated or replaced. These funds are distributed based on need. (Montana received no federal funding for this program in FFY 2004)

- **Surface Transportation Enhancement Program (STPE)**

  In Montana this program is known as the Community Transportation Enhancement Program (CTEP). Projects eligible for STPE funding include bicyclist and pedestrian facilities, historic preservation, and scenic beautification. This unique Montana program allocates funds to local and tribal governments according to a formula based on population. Projects are selected by local and tribal officials. For this program, the matching share (13.42%) comes from local and tribal governments and not the state. The federal government provides the remaining 86.58%.
  (FFY 2004 federal funding allocation: $4.7 million)

Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

The federal funds available under this program finance transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, street sweepers, synchronizing traffic signals, bicyclist/pedestrian projects, intersection improvements, travel demand management strategies, and traffic flow improvements.

(FFY 2004 federal funding allocation: $6.74 million)

Federal law allows states significant flexibility in using CMAQ funds. MDT, for example, directs a portion of its annual allotment to the Montana Air and Congestion Initiative (MACI) Program to improve Montana's air quality and decrease congestion.

Bridge Replacement and Rehabilitation Program (BR)****

This program helps pay for rehabilitating and replacing deficient bridges.

(FFY 2004 federal funding allocation: $16.3 million)

State Funded Construction (SFC)
SFC funds come entirely from the state highway special revenue account. The program funds projects to preserve the condition and extend the service life of roads on the various highway systems.

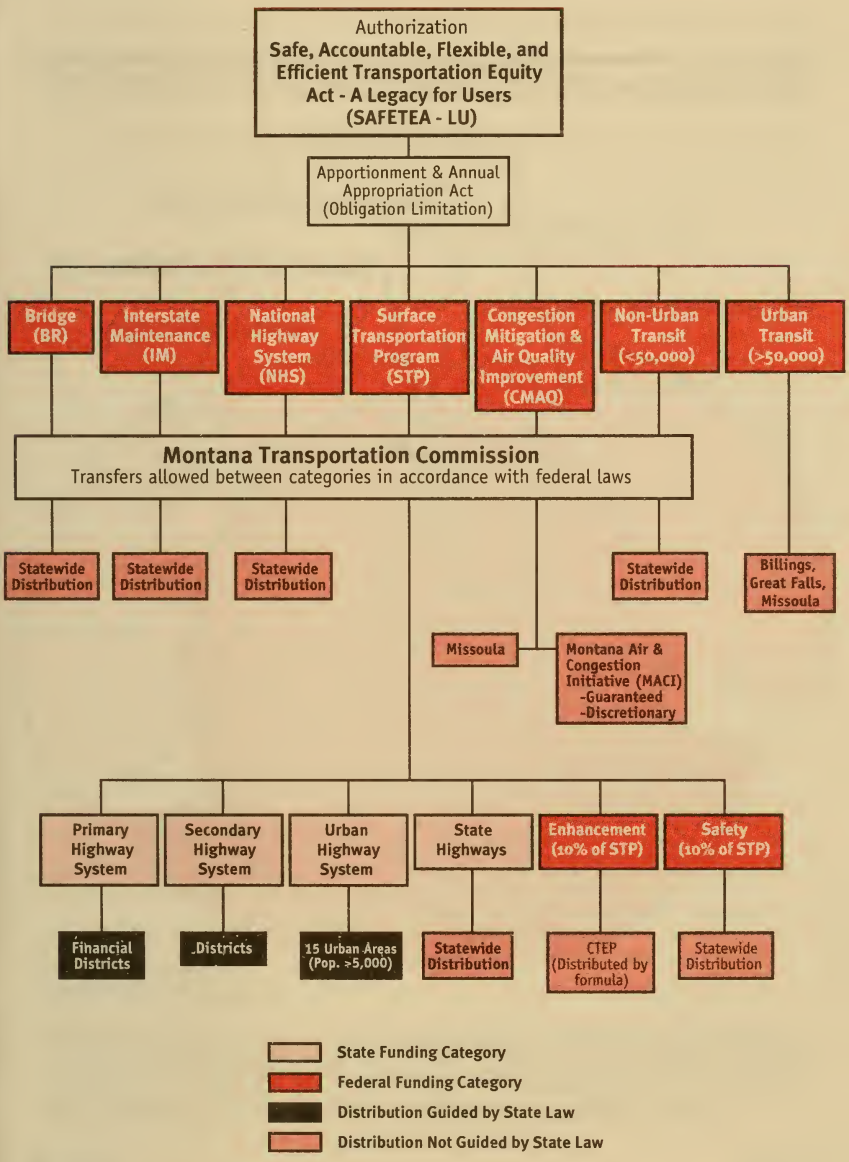
In FFY 2004 the federal government allocated a total of $241.16 million in transporation funding to Montana. (This total includes $5.2 million for MDT annual statewide programs such as training and maintenance, $5.55 million for highway planning and research, and $1.16 million for metropolitan planning.)

Sources:
STIP 2004-2006, Statewide Transportation Improvement Plan, Final Version; September 2003

Transportation Funding Categories, September 2002

*Federal Share: 91.24%
State Share: 8.76%
**Federal Share: 86.58%
State Share: 13.42%
***Federal Share: 90%
State Share: 10%
****Federal Share: 80%
State Share: 20%

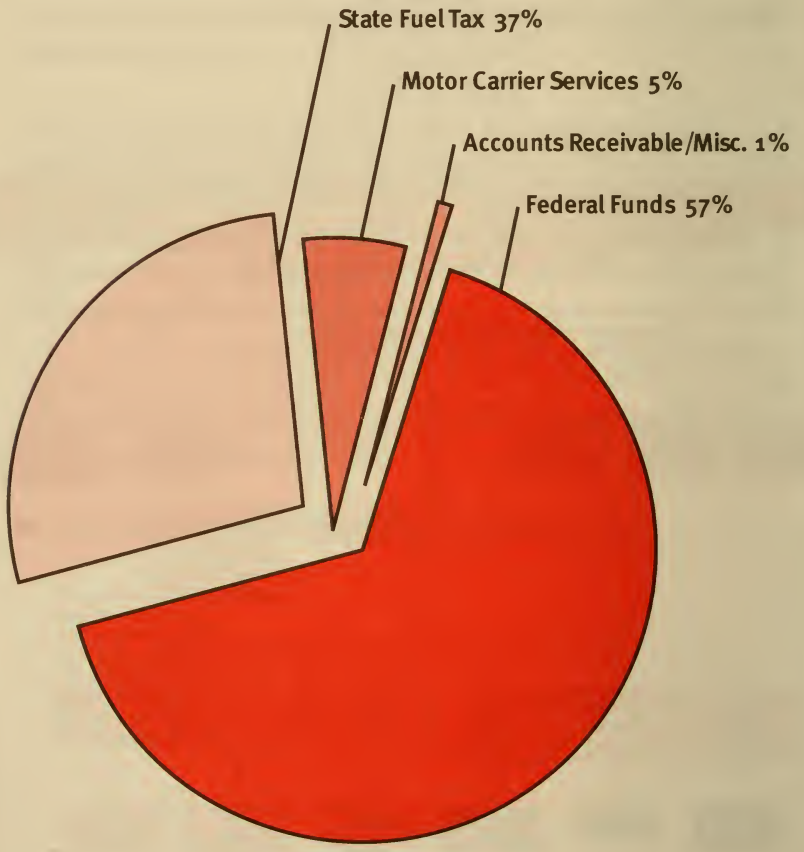
Funding Flow for Federal Transportation Funds



Source:
Policy and Program Analysis

Highway Program Revenue Sources*
Fiscal Year 2004

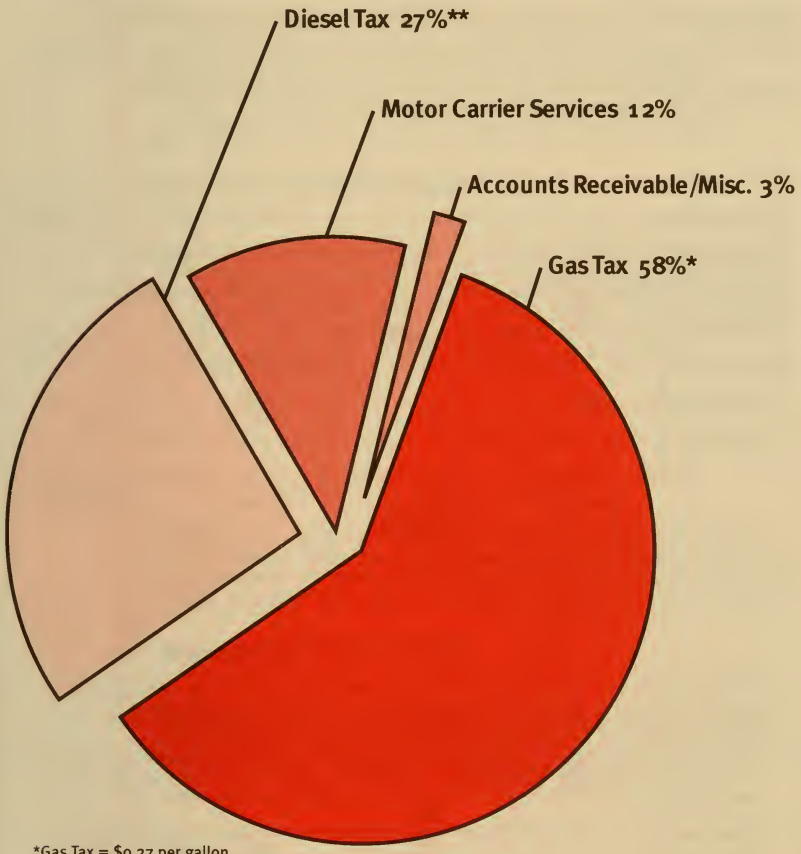
Total Revenue = $511,812,090



Source:
MDT Administration Division

State Fuel Tax and Gross Vehicle Weight Revenues*
Fiscal Year 2004

Total Revenue = $222,527,497



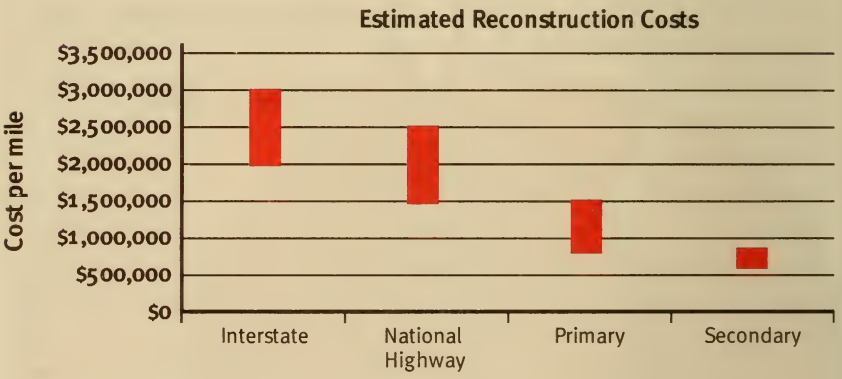
*Gas Tax = $0.27 per gallon
**Diesel Tax = $0.2775 per gallon

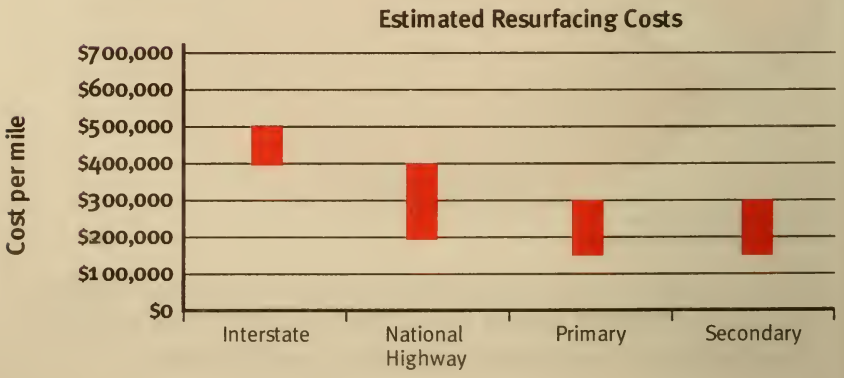
*These revenues only include the balances for earmarked highway revenue and related federal funds. The amounts do not include the revenue for Aeronautics, Equipment, and Motor Pool.

Source:
MDT Administration Division

What Does It Cost to Improve Montana's Roads?

Below are the estimated construction costs per mile by system and type of improvement. Estimated costs are based on a combination of past project costs and engineering judgment. It should also be noted that the price of building a road varies with the terrain. It costs more to build roads in the mountainous areas of western Montana than in the prairies of eastern Montana.





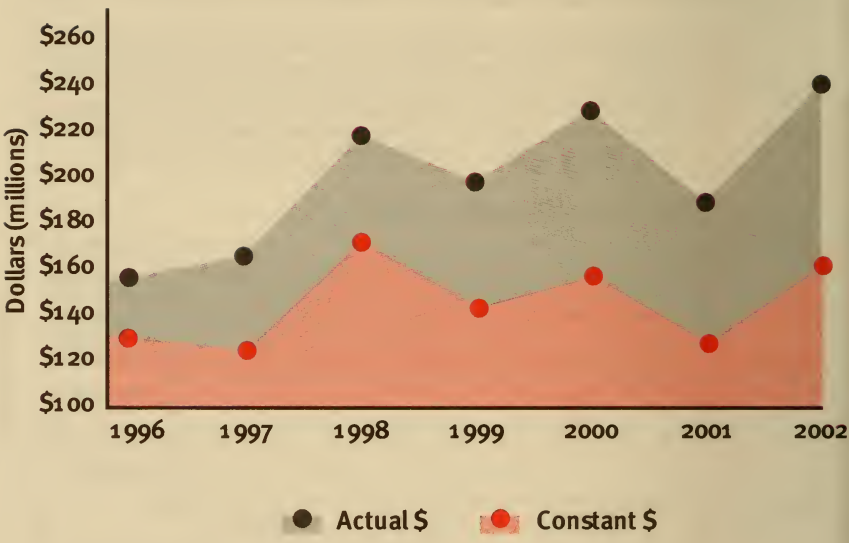
Source:
Project Analysis Bureau

How Long Does It Take to Build a Road?

Building a major road project involves years of research, planning, design, engineering, and budgeting. It can take seven to eight years to complete a major road project.

Year 1	**Development Phase – 12 months** MDT receives project nominations from the public, local governments, management systems, and districts; analyzes and reviews proposals; adds them to the Statewide Transportation Improvement Program for public comment; reviews comments; evaluates funding; sends proposals to the Transportation Commission for approval; sends approved projects to FHWA asking for permission to proceed.
Year 2	**Survey Phase – 8 to 24 months** MDT conducts surveys and a preliminary field review; produces necessary studies and reports (preliminary environmental, biological impact, engineering, right-of-way, traffic noise impact, air quality, traffic, bridge size, soils, hydraulics); advertises and holds public hearings; establishes alignment and grade; sends out letter of intent; addresses environmental concerns; and starts preparing plans.
Year 3	
Year 4	**Design Phase – 15 to 24 months** MDT develops detailed designs taking into account electrical plans, bridge and hydraulic structures, signing, pavement markings, and erosion control; performs additional studies on water quality, hazardous materials, and irrigation; holds formal public hearings.
Year 5	
Year 6	**Right-of-Way Phase – 6 to 12 months** The Right-of-Way Bureau obtains regulatory permits and negotiates agreements with property owners,railroads, and utility companies; other bureaus produce final plans, stake the center line, perform environmental mitigation, and check plans.
Year 7	**Construction Phase – 8 to 24 months** MDT advertises for bids and determines if the contractors have met all requirements. The bids are let and the Transportation Commission awards the contract. Construction begins.
Year 8	

Construction Cost Trends



Based on 1987 base year
Actual dollars from MDT contract letting amounts

Construction cost trend from FHWA Table PT-1

Montana's Highway System

Montana's Highway Systems

Montana's major public highways and streets are placed on federal- and state-designated systems for the purpose of allocating highway funds.

Federally Designated Highway Systems
The National Highway System (NHS) includes the Interstate System as well as other principal arterial routes important to the nation's economy, defense, and mobility.

State-Designated Highway Systems
Primary Highway System routes are either principal or minor arterials designated by the Transportation Commission.

Secondary Highway System routes are either minor arterials or major collectors designated by the Transportation Commission after consulting with boards of county commissioners.

Urban Highway System routes are urban arterials or collectors in or near incorporated cities with populations over 5,000 and within urban boundaries. They are selected by the Transportation Commission in cooperation with local government authorities.

"State Highways" as defined in Montana Code Annotated are not located on any specific highway system but are on the state maintenance system.

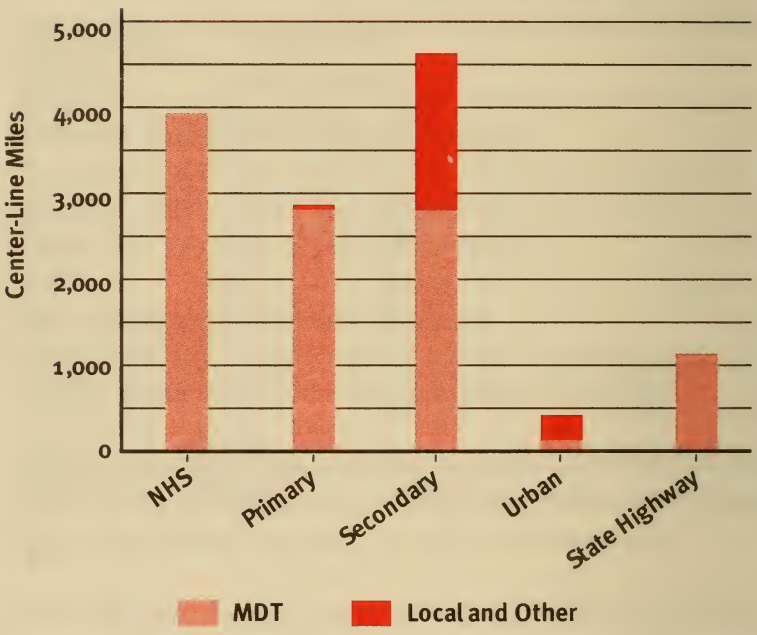
Source:
A Guide to Functional Classification, Highway Systems and Other Route Designations in Montana, February 2004.

Center–Line Mileage and Maintenance Responsibility by System

	Maintenance Responsibility		Center-Line Mileage
System	MDT	Local or Other	Total
On-System			
NHS	3,879	0	3,879
Primary	2,806	9	2,815
Secondary	2,866	1,822	4,688
Urban	107	283	390
State Highways	1,176	0	1,176
On-System Total	10,834	2,114	12,948
Off-System Total	0	56,390	56,390
Total (maintenance responsibility)	**10,834**	**58,504**	**69,338**

Source:
Road Inventory & Mapping Section, August 2005

On-System Maintenance Responsibilities

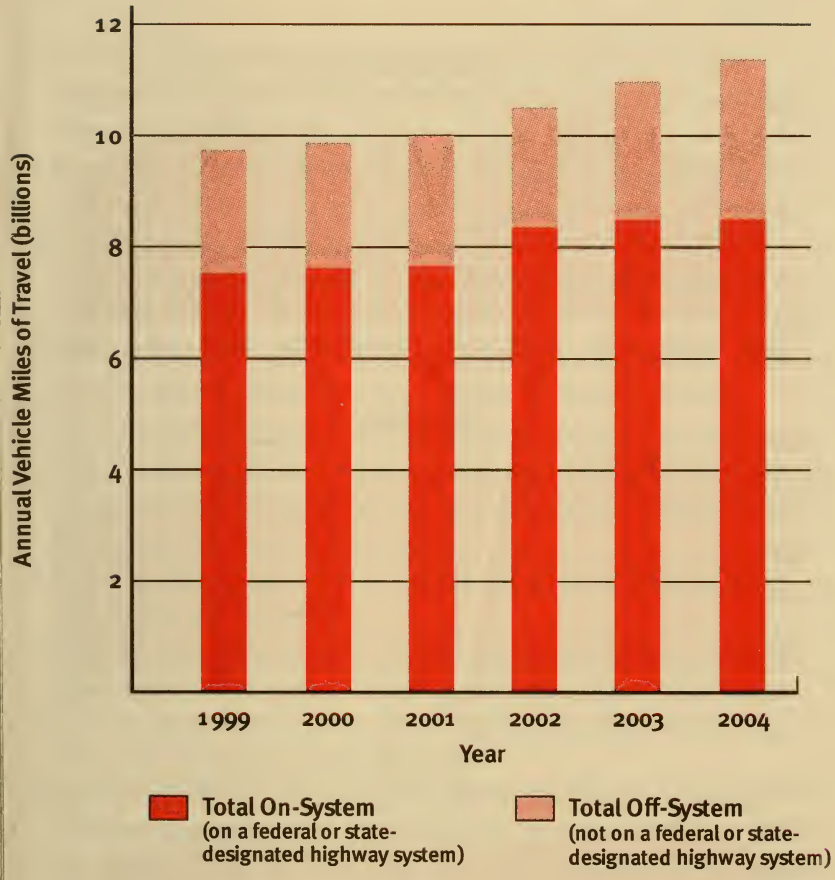


Off-System Maintenance Responsibilities

Off-system maintenance is the responsibility of local governments and other road management agencies such as the Forest Service, Park Service, and tribal governments. Together these governments and agencies maintain 56,390 center-line miles of roadway.

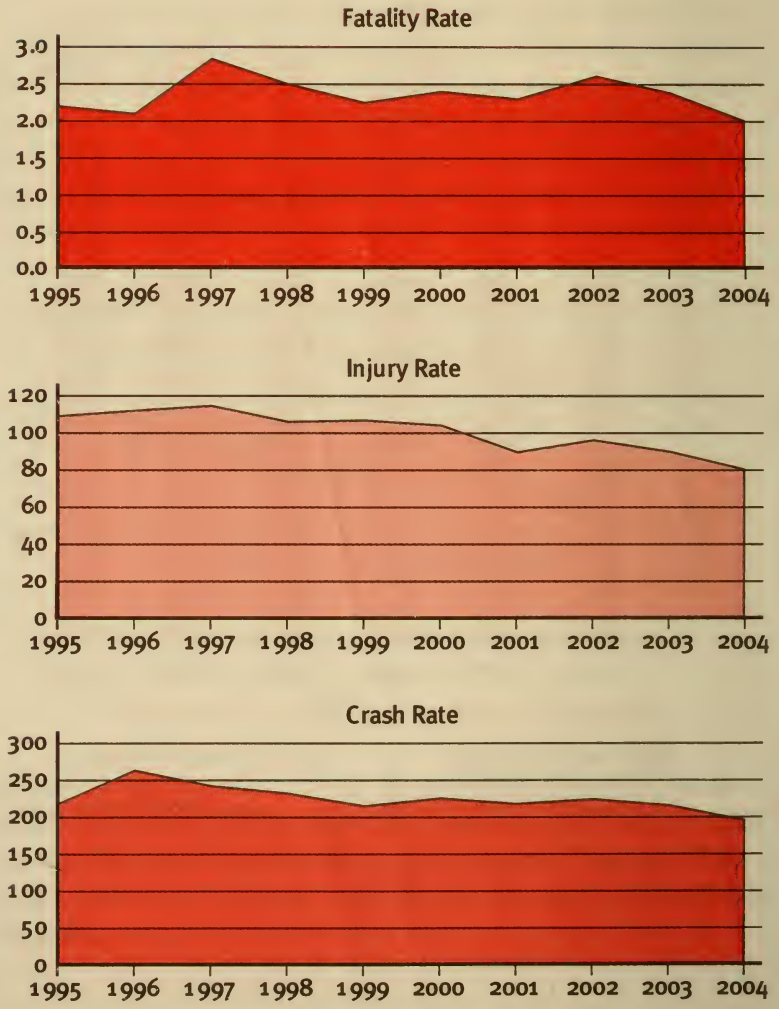
Source:
Road Inventory & Mapping Section, May 2005

Statewide Annual Vehicle Miles of Travel



Source:
Traffic Data Collection Section, May 2005

Statewide Accident Rates
(Per 100 Million Miles Traveled)



Source:
Transportation Information System & Traffic Data Collection Section

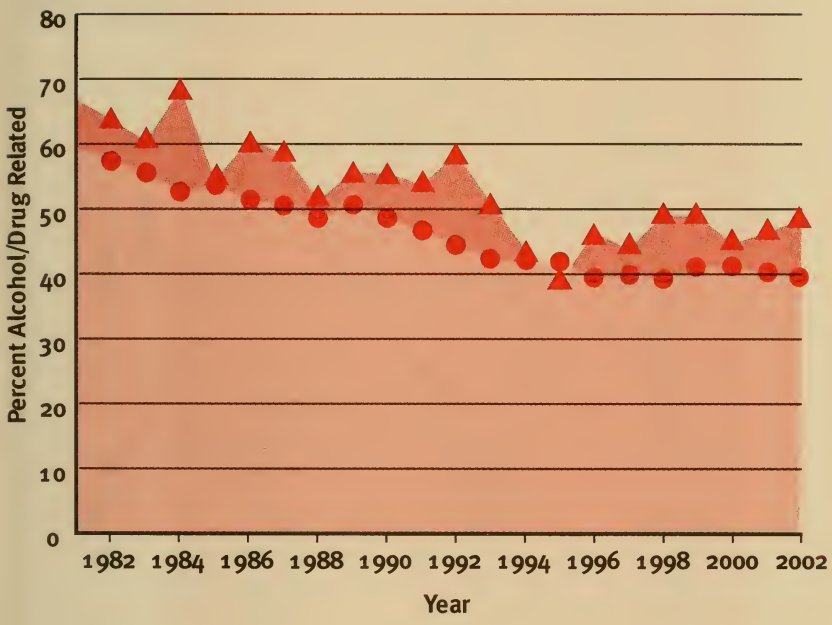
State Highway Traffic Safety Office
Fast Facts

- In 2003, 73.3% of rural crashes involved single-vehicle crashes or rollovers while 81.2% of urban crashes involved two or more vehicles.
- Most Montana fatalities involve single-vehicle rollovers and ejections.
- In 2003, economic loss due to crashes was $780 million; of this amount, $170 million was due to alcohol-related crashes.
- Male drivers are more likely to be involved in crashes than female drivers; however, the number of female drivers involved in crashes has increased over the past 20 years.
- The number of drivers aged 55 and older involved in crashes has increased over the last 10 years, while fatalities have increased for those aged 45-64.
- In 2002, Montana had the highest alcohol-related fatality rate in the entire nation.
- Alcohol and drug-related crashes accounted for 9.4% of all reported traffic crashes in 2003 and for 49% of fatalities.
- Drivers aged 18 to 24 are most likely to be involved in alcohol or drug-related crashes.
- Traffic-related injuries are the leading cause of death for children and young adults aged 4 to 33.
- Montana's secondary seat belt law became effective January 1988. The seat belt usage rate has increased from 56% in 1988 to 80.9% as of June 2004.
- 72% of the fatality victims in 2003 were not wearing seat belts.
- Occupants who do not wear seat belts are much more likely to die in crashes than those wearing restraints.

- The chance of being killed is 25 times greater if an occupant is thrown from a vehicle.
- Children under 6 years old weighing less than 60 lbs must always be properly restrained in the back seat of a vehicle.
- Inattentiveness, carelessness, speeding, and driving while impaired are the largest contributors to vehicle crashes.
- 35.7% of motorcyclists involved in a traffic crash receive an incapacitating injury or are killed.

Source:
Highway Traffic Safety Office

Montana Alcohol/Drug-Related Crashes

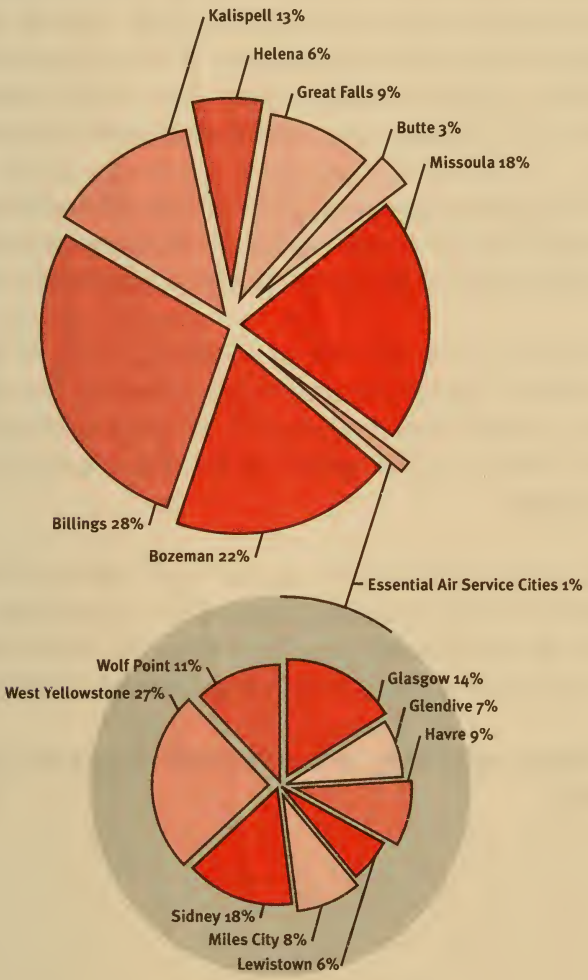


Source:
Fatal Analysis Reporting System, National Highway Traffic Safety Administration

Intercity Passenger Transportation

2004 Enplanements
Commercial and Essential Air Service

Total Enplanements = 1,410,633



Source:
Aeronautics Division

Airport Loan and Grant Program

The Montana Aeronautics Division Loan and Grant Program provides low-interest loans and grants to eligible airports for airport-related improvement projects. Any publicly owned, public-use airport is eligible to apply. Airports may submit retroactive applications for projects that are already started or completed.

Typical airport improvement projects include maintenance, pavement rehabilitation and construction, lighting, communications and infrastructure, terminal or pilot lounge construction, etc.

Grants can fund up to one-half of an airport's share of federal airport (NPIAS) project costs or 95 percent of the cost of non-federal or outside-supported projects. Aeronautics Division loans can fund up to 100 percent of the airport's share of any airport project.

Grants are primarily funded by a 2 cents per gallon tax on general aviation fuel. On average, Aeronautics has approximately $350,000 to disperse each year for grants. The amount available for loans varies but is usually approximately $250,000.

The Montana Aeronautics Board determines loan and grant recipients.

Aeronautics Division Pavement Preservation Grants

One quarter of every cent that scheduled passenger air carriers spend on aviation fuel taxes goes into an account devoted entirely to grants to Montana's air carrier airports. Any Montana airport with primary commercial (FAR part 121) air carrier service is automatically offered a pavement preservation grant. The amount available each year is divided evenly among all eligible airports. Pavement preservation grants are used solely for typical pavement preservation and related projects. Generally, the pavement preservation fund has approximately $100,000 available for grants each year.

Capital Assistance for the Elderly and Persons with Disabilities
Section 5310

This program provides transportation services that meet the special needs of the elderly and persons with disabilities. MDT currently has 63 recipients of this funding with an inventory of 158 vehicles. Successful applicants receive capital equipment that is 80 percent federally funded and matched with 20 percent local funds.

Financial Assistance for Rural General Public
Section 5311

The Section 5311 program provides operating and capital assistance to qualified organizations that provide transportation to the general public in areas outside of Montana's three urbanized areas.* Federal funds pay 50 percent of deficit operating costs and 80 percent of capital costs. The remaining 50 percent and 20 percent respectively must come from the local recipient. Montana has ten transit providers that receive this funding.

Transportation Assistance for the Disabled and Elderly (TransADE)

The TransADE program provides operating assistance to eligible organizations that provide transportation to the elderly and persons with disabilities. State funds pay 50 percent of the operating costs, and the remaining 50 percent must come from the local recipient. State law gives preference to applicants that develop a strong, coordinated system in their community or service area.

Rural Transit Assistance Program (RTAP)

RTAP funds are used to support nonurbanized transit activities in four categories: training, technical assistance, research, and related support services.

All Montana rural transit providers receiving federal transit funding are eligible for these funds. Funds are also available to Montana's public transit operators in urbanized areas* as long as the activities are primarily designed and delivered to benefit nonurbanized transit providers. This program is 100 percent federally funded.

Metropolitan Planning and State Planning and Research Programs

Sections 5303 and 5313

These programs are the principal sources of federal financial assistance to help urban and rural areas plan, develop, and improve comprehensive public mass transportation systems.

Section 5313 funding is provided to transit agencies in rural and small urban areas for planning and technical support. The state allocates Section 5303 funds to Montana's three urbanized areas* for planning.

*Montana's three urbanized areas are Billings, Missoula, and Great Falls.

2004 Annual Transit System Ridership

5311 Program
Public Transportation for Non-Urbanized Areas

Eagle Transit - Kalispell	49,850
Blackfeet Transit - Browning	21,091
Butte-Silver Bow Transit - Butte	111,867
Dawson County Transit - Glendive	13,028
Helena Area Transit Services - Helena	51,988
Central Montana Shuttle - Lewistown	18,611
Fort Peck Transportation System - Poplar	60,916
BitterRoot Bus - Hamilton	7,562
Valley County Transit - Glasgow	42,533
Total	**377,446**

5307 Program
Mass Transportation for Urbanized Areas

Great Falls Transit District - Great Falls	397,021
Metropolitan Transit - Billings	719,059
Mountain Line Transit - Missoula	697,367
Total	**1,813,447**

5310 Program
Transportation Services for the Elderly and Disabled
Total **992,792**

Source:
Transit Section, Public Transportation Management System, 2004 Data Report

Montana's Rail System

Montana's Rail Infrastructure & Volumes

Montana had approximately 3,411 miles of main line track in 2003 compared to over 4,800 miles in 1979. However, volumes have remained roughly the same in spite of the reduction in total miles of track.

BNSF Railway, Montana's largest freight carrier, operates on 2,084 miles of main line track.

Rarus Railroad, Montana's shortest freight carrier, operates on only 25 miles of track.

The primary products shipped out of Montana by rail are grain, coal, and wood products.

Because of Montana's low population, geographic location, and lack of manufacturing industry, much of Montana's rail traffic is "bridge" traffic with origins and destinations outside the state. Most goods destined for Montana move by truck rather than rail.

The following figures are from 1999:

48% of Montana's freight rail traffic is through traffic.

47% originates in Montana and is destined for another state.

4% originates in another state and is destined for Montana.

1% originates and terminates in Montana.

65% of BNSF Railway's carloads carried coal.

80% of Montana's originating and terminating freight is carried by BNSF Railway.

The following statistics are from 2004:

33,726,180 tons of BNSF Railway freight originated in Montana, which equals 304,708 rail cars.

2,755,243 tons of BNSF Railway freight, or 36,086 carloads, terminated in Montana.

In 2004, the Amtrak Empire Builder recorded 130,993 boardings and deboardings in Montana.

Montana Railroads

Class I Railroads
- Burlington Northern & Santa Fe (BNSF)
- Union Pacific (UP) [branch line from Idaho to Silver Bow]

Class II Railroads – Regional
- Montana Rail Link (MRL)

Class III Railroads – Local
- Central Montana Rail (CMR)
- Dakota, Missouri Valley & Western (DMVW)
- Rarus Railroad (RARW)
- Mission Mountain Railroad (MMR)
- Yellowstone Valley Railroad (YSVR)

Sources:
2000 Montana State Rail Plan Update by R.L. Banks & Associates
Multimodal Planning Bureau, May 2005

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For futher information, call (406) 444-6331 or TTY (406) 444-7696 or (800) 335-7592.

1,500 copies of this public document were published at an estimated cost of $1.10 per copy, for a total cost of $1,646 which includes the cost of printing and distribution.